

# MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

## Official Minutes September 9, 2005

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**MINUTES OF REGULARLY SCHEDULED HIGHWAYS AND  
TRANSPORTATION COMMISSION MEETING HELD IN  
MEXICO, MISSOURI, ON FRIDAY, SEPTEMBER 9, 2005**

A regularly scheduled meeting of the Missouri Highways and Transportation Commission held on Friday, September 9, 2005, in Mexico, Missouri, was called to order at 9:30 a.m. by Marjorie B. Schramm, Chairman. The following Commissioners were present: Bill McKenna, Vice Chairman, James B. Anderson, Duane S. Michie, Mike Kehoe, and David A. Gach.

The meeting had been called pursuant to Section 226.120 of the 2000 Revised Statutes of Missouri, as amended. The Secretary verified that notice of the meeting was posted in keeping with Section 610.020 of the 2000 Revised Statutes of Missouri, as amended.

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Pete Rahn, Director of the Missouri Department of Transportation, Rich Tiemeyer, Chief Counsel for the Commission; and Mari Ann Winters, Secretary to the Commission, were present on Friday, September 9, 2005.

\* \* \* \* \*

*"Department" or "MoDOT" herein refers to Missouri Department of Transportation.  
"Commission" or "MHTC" herein refers to Missouri Highways and Transportation Commission.*

## **CLOSED MEETING**

The agenda of the closed meeting was posted in keeping with Sections 610.020 and 610.022, RSMo., including the following statutory citations allowing the meeting to be closed:

1. Section 610.021(11), (12) – Specifications for competitive bidding, sealed bids, or negotiated contracts.
2. Section 610.021(1) – Legal actions and attorney-client privileged communications.
3. Section 610.021(3), (13) – Personnel administration regarding particular employees.

Immediately prior to closing its meeting, and upon motion by Commissioner McKenna, seconded by Commissioner Michie, to convene in closed session, the Chairman asked for a voice vote of the members. The vote was as follows:

Commissioner Schramm, Aye  
Commissioner McKenna, Aye  
Commissioner Michie, Aye  
Commissioner Anderson, Aye  
Commissioner Kehoe, Aye  
Commissioner Gach, Aye

whereupon the Commission closed its meeting.

\* \* \* \* \*

## **APPROVAL OF MINUTES, REGULARLY SCHEDULED HIGHWAYS AND TRANSPORTATION COMMISSION MEETING, AUGUST 12, 2005**

Upon motion duly made and seconded, the Commission unanimously approved the minutes of its August 12, 2005, regularly scheduled meeting. The Chairman and Secretary to the Commission were authorized and directed to sign and certify said minutes and to file same in the office of the Secretary.

\* \* \* \* \*

## **CONSENT AGENDA**

### **Consent Agenda Process**

In order to make the most efficient use of Commission meeting time and to ensure the Commission members are well informed on issues requiring their action, the staff prepares and submits to the Commission members, in advance of their meeting, internal memoranda consisting of advice, opinions, and recommendations related to the items on the Commission meeting agenda. Those items considered by the staff to be of a routine or noncontroversial nature are placed on a consent agenda. During the meeting, items can be removed from the consent agenda at the request of any one Commission member. The items that are not removed from the consent agenda are approved with a single motion and unanimous vote by a quorum of the members.

Minutes reflecting approval of items on the consent agenda are singly reported herein and intermingled with minutes reflecting action on related subjects that were openly discussed. Reference to "consent agenda" is made in each minute approved via the process described in the paragraph above. Minutes reflecting action on items removed from the consent agenda and openly discussed reflect the open discussion and vote thereon.

### **Consideration of September 9, 2005, Consent Agenda**

No items were removed from the September 9, 2005, consent agenda. Upon motion by Commissioner McKenna, seconded by Commissioner Michie, all items on the consent agenda were unanimously approved.

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**RESOLUTION EXPRESSING APPRECIATION TO  
WALLACE S. HARTSFIELD FOR SERVICE ON THE  
HIGHWAYS AND TRANSPORTATION COMMISSION**

Upon motion duly made and seconded, the Commission unanimously adopted the following resolution:

WHEREAS, Dr. Wallace S. Hartsfield of Kansas City was appointed to the Missouri Highways and Transportation Commission by Governor Bob Holden on March 8, 2005, and he served until July 28, 2005; and

WHEREAS, in his capacity as Missouri Highway and Transportation Commissioner and member of the Board of Directors of the Missouri Transportation Finance Corporation, Pastor Hartsfield performed his duties with integrity, dignity, and fairness; and

WHEREAS, Pastor Hartsfield carefully considered the actions taken by the Commission with a genuine desire to act in the best interest of all Missourians, without regard to their area or residence or station in life; and

WHEREAS, Pastor Hartsfield listened intently to the views of his associates and presented his perspective clearly, objectively, and respectfully; and

WHEREAS, Pastor Hartsfield valued and befriended MoDOT employees, addressing their issues with concern and care, and

WHEREAS, Pastor Hartsfield generously gave of his personal time to contribute to the betterment of Missouri's transportation system;

NOW, THEREFORE, BE IT RESOLVED that the Highways and Transportation Commission does hereby publicly express its appreciation and gratitude to Pastor Hartsfield for the public service he has performed for the citizens of Missouri.

BE IT FURTHER RESOLVED that a copy of this resolution be forwarded to Pastor Hartsfield so he will have a permanent record of the high esteem and affection in which he is held by the members of the Missouri Highways and Transportation Commission and MoDOT staff.

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## **REPORTS OF COMMISSION COMMITTEES AND COMMISSION RELATED BOARDS**

The Commission has two committees: Audit Committee and Legislative Committee. In addition, it elects Commission representatives to two boards: Missouri Transportation Finance Corporation Board of Directors and MoDOT and Patrol Employees' Retirement System Board of Trustees. The following report was made during the September 9, 2005, meeting.

**MoDOT and Patrol Employees' Retirement System Board of Trustees** – Commissioner Anderson pointed out that September 2005 marks the 50<sup>th</sup> anniversary of the Retirement System for MoDOT and State Highway Patrol employees. There will be an open house on September 21, 2005, to commemorate the event.

Commissioner Anderson also reported that Governor Matt Blunt had issued an Executive Order creating a commission to look at consolidating the MoDOT and Patrol Employees' Retirement System and the Missouri State Employees Retirement System. This commission's work is to be completed by the end of 2005 in order for its recommendations to be considered by the next session of the General Assembly.

Commissioner Anderson noted that the Retirement System Board of Trustees reviewed a draft audit prepared by the State Auditor's Office and is awaiting release of the final audit. Evers and Company of Jefferson City will perform the financial audit for the previous fiscal year.

The retirement fund balance last month was \$1.47 billion, which represents a 3.3 percent increase during the first two months of the 2006 fiscal year. Investment performance over the last 12-month period has been over 17 percent.

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## **DELEGATION PROPOSING FOUR-LANE UPGRADE OF ROUTE 54 FROM MEXICO TO HANNIBAL**

Former Commissioner Larry Webber and Mexico Economic Development Director Dave Boone were spokesmen of a delegation supporting Alternate 3 for the four-lane upgrade of Route 54 from the City of Mexico to Hannibal. (Alternate 3 is Route 54 at Mexico/Route J/Route 54 to Route 61 north of Bowling Green or Route 54 at Mexico/Route J/Route 19 to Route 61 at New London.) He said the need for upgrading Route 54 was threefold: safety, jobs, and connectivity.

He noted that fatalities are significantly higher along two-lane Route 54/19 than on four-lane highways.

Mr. Webber stated that young people must leave local area communities to seek employment opportunities, and he pointed out that access to a four-lane highway is one of the top three criteria used by business and industry to select expansion or relocation sites. Mr. Webber also reported that counties having more than 15 miles of four-lane highways or interstate highways have larger populations, higher average wages, larger household incomes, a greater number of established businesses, higher gross sales tax receipts, and higher real estate valuations.

Mr. Webber reported that approximately 20 percent of the work force in Mexico comes from outside of Audrain County, with a significant number commuting from communities along the proposed route. He stated that a four-lane facility from Mexico to Hannibal would stimulate development in the Mark Twain Lake Region.

Mr. Webber emphasized that the four-lane improvement would improve the state highway system's linkage to national and regional highway networks. He pointed out that Route 54 has the potential to become a relief route for those traveling between Chicago and Kansas City. Mr. Webber highlighted local area businesses and pointed out their need for four-lane access north and east of Mexico to accommodate manufacturing and distribution.

Mr. Webber estimated the construction cost for the 48-mile improvement to be \$100 million. He expressed the community's desire to partner with MoDOT in an effort to move travelers from Mexico to Hannibal in the best, most efficient manner.

Mr. Webber said the community hopes to make a definitive proposal regarding the alignment for the four-lane improvement of Route 54 by Spring 2006. The local area is investigating alternative sources of funding in an effort to participate financially in the project.

In response to an inquiry from Commissioner Michie, District Engineer Kirk Juranas reported that environmental documents have been completed for the project; it will be considered by the regional planning commission during the planning framework project prioritization process.

The Commission thanked the delegation for the presentation.

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#### **DELEGATIONS REQUESTING INTERCHANGES, ROUTE 36**

A number of people from northeast Missouri attended the Commission meeting to support the comments of those requesting interchanges on the four-lane improvement of Route 36, which is currently in the final design phase.

#### **South Shelby County R-IV Schools**

Mr. Timothy Hadfield, Superintendent, South Shelby County R-IV Schools, Mr. Gary Leu of Shelbyville, Representative Kathy Chinn, and Representative Wes Shoemaker were spokesmen of a delegation requesting that the design of Route 36, Shelby County, be revised to include an interchange at South Shelby R-IV School.

Mr. Hadfield stated that South Shelby School, which is located three miles west of Shelbyville, houses 450 middle and high school students. MoDOT's plans currently propose that two lanes be constructed south of the school facility with an at-grade crossing east of the building. Mr. Hadfield expressed concern that the at-grade crossing will result in a dangerous condition for the school's staff, students, and patrons. Mr. Hadfield pointed out that information

from the Federal Highway Administration concluded that intersection and intersection-related crashes result in up to 23 percent of total fatal crashes and more than 50 percent of combined fatal and injury crashes. He also reported that MoDOT's 2002 Accident Report stated that (1) U.S. numbered routes have the highest percentage of fatal accidents, (2) rural areas have the highest number of fatalities, (3) drivers age 16-20 have the highest percentage of accidents, and (4) the largest percentage of accidents occur between 3 and 4 p.m., all of which are applicable to South Shelby School.

Mr. Hadfield reported that the South Shelby County R-IV Board of Education is concerned because (1) the students are inexperienced drivers, (2) traffic is anticipated to increase on Route 36, and (3) a large volume of traffic enters and exits the school in a short period of time. He pointed out that MoDOT had constructed interchanges at other locations to improve safety, such as Route 67 at Route V, St. Louis County, and he felt that the access from Route 36 to South Shelby School deserved like consideration.

Mr. Hadfield reported that based on random counts, 78 student vehicles, 49 staff vehicles, 20 buses, and 60 parent and vendor vehicles access the school each weekday; 429 vehicles access the school for football games or other activities.

Mr. Hadfield asked the Commission to replace design for an at-grade intersection either (1) an interchange at Route FF or Lentner, or (2) realignment of one or both lanes north of the school.

Mr. Gary Leu stated that at-grade crossings on multi-lane highways are the most dangerous types of access. He referred to Highway Patrol accident reports on Route 54 from Fulton to Brazito, which is a dual-lane facility with at-grade crossings. He also presented the Commission with pictures of crosses erected on the right-of-way of this route in memory of individuals killed in motor vehicle accidents. He stated that while one patrolman could be

effective at slowing the traffic on a two-lane road, it would take two patrolmen to be effective on a dual-lane facility.

Mr. Leu felt that negotiating an at-grade crossing was significantly more complex than access a two-lane roadway. This confusion, he said, contributes to side-impact accidents at these sites. Mr. Leu reported that he had met with a MoDOT engineer who stated that he encourages that his son take alternate routes rather using at-grade intersections to access Route 50 in Jefferson City.

Mr. Leu presented a sketch of a proposed alternative to the at-grade intersection at South Shelby School, which would move the westbound lanes of Route 36 north of the school. He said his proposed alternative would alleviate the need to move traffic closer to the school, as the current design plan would require, and it would not require vehicles to cross traffic to access the school. He said the proposed alternative design concept was rather unique, however, it had been used in other locations in Missouri. Mr. Leu stated that young drivers who are leaving South Shelby School at the end of the school day are generally not attentive to traffic conditions, therefore, he felt at-grade intersections on four-lane roadways would put them in harm's way.

State Representative Kathy Chinn commended Mr. Hadfield and Mr. Leu for their thorough presentations reflecting the concern of northeast Missouri citizens, and she expressed support of their position and statements.

Representative Wes Shoemyer pointed out that his children attend South Shelby School. He felt that MoDOT's increased funding as a result of voter approval of Amendment 3 in 2004 and recent enactment of a federal transportation bill would allow MoDOT to address the safety concerns articulated by the delegation.

Representative Shoemyer said he supported the four-lane expressway design for Route 36 when it appeared that MoDOT's resources would not allow a freeway-type facility. He said

MoDOT's credibility depended on it addressing the safety issues presented by the delegation. He noted that the members of the General Assembly have always given special consideration to the safety of Missouri's children in all areas of government.

Representative Shoemyer said the people in the northeast Missouri local taxing district are contributing more to the transportation program by participating in the cost of Route 36; therefore, he asked the Commission to increase its participation in the Route 36 project by constructing an interchange at Route FF to provide access to South Shelby R-IV School.

Senator John W. Cauthorn, who could not attend the meeting due to commitments in the Senate, submitted a letter to the Commission in support of the position expressed by the delegation.

Mayor James A. Watson, City of Clarence, also expressed support for an interchange at South Shelby School.

### **City of Clarence**

Representative Chinn said the city of Clarence is also concerned about its access to Route 36 and would like to see an overpass to both increase safety and enhance the potential for economic development.

Mayor Watson asked the Commission to add an interchange at Route 151 to provide access to the City of Clarence. He stated that the plans currently provide for a new overhead bridge at the intersection of Routes 36 and 151; therefore, the design change could only involve the addition of ramps to connect Routes 36 and 151.

Mayor Watson presented petitions signed by 898 citizens along the Route 36 corridor, and pointed out that their concern is safety. He said traffic volumes would increase dramatically at the City of Clarence as a result of a new company occupying the city's largest industrial building. In addition, he said two more companies were considering investments in the near

future. Mayor Watson expressed support for upgrading the design of all at-grade intersections on Route 36 from Macon to Hannibal to interchanges.

### **Ethanol Plant – Route 36 at Route K**

Representative Chinn emphasized that area citizens are also concerned about safety as it related to the planned ethanol plant due to increased truck traffic into that facility and would like to see an interchange built on Route 36 at Route K.

### **Huntington, Ralls County**

Representative Chinn further noted that heavy gravel trucks would be accessing Route 36 at Huntington, Ralls County. She asked the MoDOT staff to review the safety of the design at that location.

### **Overall**

Representative Chinn emphasized that the northeast Missouri area has been decreasing in both jobs and population in recent years. As a result, she said, constituents in her area are participating financially in the Route 36 improvement with the anticipation of increased economic development.

### **Response**

In response to questions from the Commission, District Engineer Kirk Juranas reported that the staff is currently holding public hearings on the location and design of the Route 36 project to gather public input thereon. After the input has been received and evaluated, the staff will formulate a final recommendation on the highway design for Commission consideration. He advised that the current traffic volume on Route 36 near South Shelby School is approximately 3,500 cars per day, and he estimated a three percent increase in traffic following completion of the four-lane expressway. Mr. Juranas reported that in the past 16 years, nine accidents had occurred at the subject location with no major injuries or fatalities.

Director Rahn assured the delegations that the roadway features they were requesting were being evaluated and will be given serious consideration. He emphasized, however, that upgrading Route 36 to four lanes would result in significant benefits to northeast Missouri, particularly in the area of safety. He said the largest improvement in safety results from converting a two-lane facility to four lanes. Missouri generally experiences a 42 percent reduction in serious crashes and fatalities when MoDOT as a result of converting to a dual lane facility.

The Commission noted that MoDOT staff, the regional planning commission, and others involved in the planning framework process had concurred in the addition of Route 36 to its list of priorities as an expressway type of facility. Major changes, therefore, must be processed through the planning framework to determine if the revisions being requested would have the highest priority when evaluated with other statewide needs. The Commission expressed appreciation for the information provided by the delegation; the members will consider this issue further after the staff evaluates other public comments regarding this project. The Chairman encouraged the delegation to continue to work with MoDOT's district staff and the regional planning commission on future highway improvement priorities.

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**PUBLIC PRESENTATION, OUTDOOR ADVERTISING ISSUE,  
ROUTE 54, CALLAWAY COUNTY**

Mr. Raymond Cox addressed the Commission to take exception to the Commission's January 27, 2005, written response to his concerns regarding a billboard located on Route 54, Callaway County. Because the issues Mr. Cox presented were the same as those presented to the Commission during its January 14, 2005, meeting, the Chairman reiterated that the

Commission's position was the same as that outlined in its January 27, 2005, response to Mr. Cox and advised Mr. Cox that he had exhausted his appeal to the Commission.

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## **PROPOSED 2006 STATE LEGISLATIVE INITIATIVES**

On behalf of the Director, Jay Wunderlich, Governmental Affairs Director, discussed each of the following proposed legislative initiatives and recommended the staff be authorized to pursue these issues with members of the General Assembly during its 2006 session.

### **Safety**

- a. Safety for Workers on Missouri's Right-of-Way – This proposed measure would impose increased fines and assessments of points against drivers licenses for certain traffic violations which cause physical injury or death to a highway worker (MoDOT employee/MoDOT contractor) in construction zones, and will provide for increased fines for repeat traffic offenses in work zones.
- b. Primary Seat Belt Law – This proposal would amend Missouri's secondary seat belt law to a primary seat belt law, thereby authorizing law enforcement officers to ticket drivers for failing to wear their seat belts without the need to have cited such driver for another traffic offense.
- c. Motor Carrier Registration – This proposal would authorize MoDOT to deny, suspend or revoke the registration of a motor carrier or driver if that carrier or driver has been prohibited by a federal or state agency to operate because such carrier or driver has violated Federal Motor Carrier Safety or Hazardous Materials regulations or a commercial motor vehicle poses an imminent safety hazard.

### **Economic Development**

- a. Multimodal Financing – This proposal would dedicate at least seventy-five percent of the proceeds derived from the state sales and use tax on construction materials for the issuance of state multimodal capital improvement bonds for the purpose of funding multimodal capital improvement projects and no more than twenty-five percent of such proceeds to assist local transportation providers to meet the twenty percent local match requirement for federal transit capital grants.
- b. Private Public Partnerships – This proposal would authorize MHTC to enter into contractual agreements with private entities to finance, build, maintain, and operate major highway and bridge projects on the state highway system.

After discussion and upon motion by Commissioner McKenna, seconded by Commissioner Gach, the Commission unanimously adopted the above 2006 legislative agenda. The Commission expressed appreciation to Mr. Wunderlich and other members of the Governmental Affairs staff for their positive and cooperative demeanor in pursuing legislative issues to aid transportation in Missouri.

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### **MISSOURI ADVANCE PLANNING, A LONG-RANGE PLANNING INITIATIVE**

On behalf of the Director, Machelles Watkins, Transportation Planning Director, and Eric Curtit, Long-Range Transportation Planning Coordinator, updated the Commission on MoDOT's long-range planning initiative, which is referred to as Missouri Advance Planning (MAP). Six Regional Working Groups are being created that will meet four to five times during the long-range planning effort. Each group will consist of 15 to 20 citizens, including educators, entrepreneurs, farmers, community leaders, businessmen, and others. A regional working group kick-off will take place in a week.

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### **SELECTION OF FINANCIAL SERVICES PROVIDER**

On behalf of the Director, Roberta Broeker, CPA, Acting Chief Financial/Administrative Officer advised the Commission that proposals had been received from financial institutions for Commercial Banking Services and Investment Management Services. She noted that the Local Fund, Self-Insurance Fund, Medical and Life Insurance Plan Account, and the Missouri

Transportation Finance Corporation Fund had been combined for the purpose of seeking banking and investment services in an attempt to achieve an economy of scale while preserving the accounting processes and procedures that are necessary for each fund. Two Requests for Proposals had been issued (one for Commercial Banking Services and the other for Investment Management Services) in an effort to seek quality services in each of the two areas. Six proposals were received for Commercial Banking Services; seven were received for Investment Management Services.

After evaluation of the proposals by the proposal review team, Ms. Broecker recommended approval of a three-year contract, with an optional one-year extension, with Central Bank for Commercial Banking Services at no cost for the services. She further recommended approval of a three-year contract, with an optional one-year extension, with Central Bank for Investment Management Services. Fees for the Investment Management Services will be calculated as 11 basis points on the average market value of the investment portfolio.

Via approval of the consent agenda, the Commission unanimously approved the recommendation and authorized the Director, Chief Engineer, or Acting Chief Financial/Administrative Officer to execute the related agreements with Central Bank, subject to approval as to form by the Chief Counsel's Office.

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#### **AIRSPACE AGREEMENT, ROUTE I-64, CITY OF ST. LOUIS**

On behalf of the Director, Ed Hassinger, District 6 Engineer, recommended approval of an Airspace Agreement with the City of St. Louis, which would allow the city to construct a

portion of an intermodal terminal building under an elected section of Route I-64 and the Clark Street ramp. The intermodal terminal building will provide a single access terminal for passenger bus, rail service, local bus, and light rail service. The City will submit final plans and specifications for the intermodal terminal building for approval by the District Engineer and concurrence by the Federal Highway Administration prior to construction on Commission right of way. Should it become necessary to remove the intermodal terminal building to facilitate highway improvements, the Commission may revoke the agreement and all easement rights granted to the City of St. Louis.

Via approval of the consent agenda, the Commission unanimously approved the agreement, subject to approval as to form by the Chief Counsel's Office.

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#### **MEDICAL AND LIFE INSURANCE PLAN, STATEWIDE DENTAL PLAN PREMIUM**

On behalf of the Director, Jeff Padgett, Manager of Employee Benefits, and Chairman, Medical and Life Insurance Plan Board of Trustees, requested \$5.62 per enrolled employee/per month toward the total premium for statewide dental coverage offered by Missouri Consolidated Health Care Plans to state employees beginning January 1, 2006. This cost is equal to that provided for state employees covered by the Missouri Consolidated Health Care Plan. The contribution is a level amount regardless of the level of coverage selected by the employee.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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## **MEDICAL AND LIFE INSURANCE PLAN, MEDICAL AND LIFE INSURANCE PLAN OPEN ENROLLMENT**

On behalf of the Director, Jeff Padgett, Manager of Employee Benefits, Chairman, Medical and Life Insurance Plan Board of Trustees, requested open enrollment periods for plan members regularly scheduled to occur every two years. This period would be offered for the first time in October 2005, with coverage changes effective January 1, 2006. Projections indicate the open enrollment period may result in as much as a 2 percent increase in costs (between \$1.3 and \$1.8 million) for calendar year 2006.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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## **CONSIDERATION OF BIDS ON FEDERAL-AID AND STATE PROJECTS**

### **Award of Contracts August 19, 2005, Bid Opening**

On behalf of the Director, Dave Nichols, Director of Program Delivery, stated that bids for road and bridge improvement projects had been received on August 19, 2005.

Mr. Nichols, presented a tabulation of the bids received on all projects and recommended awards be made to the lowest responsive and responsible bidder noted below. He reminded the Commission that Call No. 701, Route 37, Barry County, was awarded by a Commission fax ballot on August 30, 2005, to assist in finishing the project this construction season. Mr. Nichols further recommended that the bids submitted by Knish Corporation on Calls 605, 610, 614, and 803 be declared irregular and non-responsive due to the bidder not disclosing past judgments rendered against company personnel as required in the Standard Specifications.

<b>Route County Project Call 101</b>	<b><u>Bid Amount</u></b>	<b><u>Non- Contractual Costs</u></b>	<b><u>Contractor</u></b>
29 Atchison J1I0900	\$2,247,839.39	\$800.00	U. S. Asphalt Co. Omaha, NE
<b>Call 103</b> 71 Andrew J1P0820	2,480,919.16	1,312.00	Herzog Contracting Corp. St. Joseph, MO
<b>Call 104</b> 35 Clinton J1D0600J	2,546,994.82	656.00	APAC-Missouri, Inc. Columbia, MO
<b>Call 105</b> Bus. Loop 29 Andrew/Buchanan J1D0600K	695,169.78	984.00	Herzog Contracting Corp. St. Joseph, MO
<b>Call 301</b> 61/24 Marion J3P0691	2,315,931.85	144.00	Chester Bross Const. Co./ C.B. Equipment, Inc. Hannibal, MO
<b>Call 302</b> 61 Ralls J3P0716 61 Ralls J3P0721	2,333,337.46	1,312.00	Chester Bross Const. Co./ C.B. Equipment, Inc. Hannibal, MO
<b>Call 304</b> 70 Montgomery J3D0600D	844,440.73	656.00	APAC-Missouri, Inc. Columbia, MO
<b>Call 305</b> 61 Pike/Lincoln J3D0600C	1,164,007.17	1,312.00	G & M Concrete & Asphalt Co., Inc. Troy, MO

**Call 401**

70	4,624,294.36	2,624.00	APAC-Kansas, Inc.
Jackson/Lafayette			Kansas City Division
J1D0690C			Overland Park, KS
70			
Jackson			
J4D0500T			
24			
Jackson			
J4D0500U			
58			
Cass			
J4D0500V			

**Call 402**

269	3,158,850.01	2,296.00	Superior Bowen Asphalt
Clay			Company, L.L.C.
J4D0600A			Kansas City, KS
169			
Clay			
J4D0600D			
291			
Clay			
J4D0600G			
169			
Clay			
J4P1718			

**Call 403**

70	9,787,855.40	656.00	APAC-Missouri, Inc
Lafayette			Columbia, MO
J4I1491			

**Call 404**

35	41,734.00		Keith Contracting, L.L.C.
Clay			Columbia, MO
J4I1765			

**Call 501**

65	2,106,700.62	984.00	APAC-Missouri, Inc.
Pettis			Columbia, MO
J5P0787			
65			
Benton			
J5P0874			

<b>Call 502</b> 63 Maries J5P0783	6,275,601.34	3,853.04	Jefferson Asphalt Company Jefferson City, MO
<b>Call 503</b> C Benton J5S0846	103,973.50	7,559.66	Lehman Construction, L.L.C. California, MO
<b>Call 504</b> 65 Pettis J5P0829 65 Pettis J5P0830	5,274,594.91	990.75	APAC-Missouri, Inc. Columbia, MO
<b>Call 505</b> 50 Pettis J5D0600B Y Pettis J5D0600C 65 Pettis J5D0600D	2,849,573.73	2,624.00	APAC-Missouri, Inc. Columbia, MO
<b>Call 601</b> A Franklin J6S1494 A Franklin J6S1494B	1,284,993.04	501.60	K. J. Unnerstall Construction Co. Washington, MO
<b>Call 602</b> 340 St. Louis J6D0500C	800,817.99	1,312.00	N. B. West Contracting Company Brentwood, MO
<b>Call 605</b> 270 St. Louis J6D0600V	1,767,938.72	1,312.00	Kozeny-Wagner, Inc. Arnold, MO

<b>Call 606</b> 61/67 Jefferson J6D0600U	805,007.65	656.00	Ford Asphalt Co., Inc. Bridgeton, MO
<b>Call 607</b> 70 St. Charles J1D0690D	858,250.47	1,312.00	N. B. West Contracting Company Brentwood, MO
<b>Call 608</b> 100 St. Louis J6D0600H 100 St. Louis J6D0600I	1,206,270.76	1,312.00	N. B. West Contracting Company Brentwood, MO
<b>Call 609</b> 70 St. Louis J6D0500K 70 St. Charles J6D0500S	1,319,937.10	2,624.00	Penhall Company Rogers, MN
<b>Call 610</b> 100 St. Louis J6D0500R	466,829.50	656.00	Gaines Construction, Inc. Wentzville, MO
<b>Call 611</b> 70 St. Louis J6D0600O	669,368.32	1,312.00	L. Krupp Construction, Inc. Ellisville, MO
<b>Call 614</b> 67/367 St. Louis/St. Charles J6D0600B	628,114.85	656.00	Gaines Construction, Inc. Wentzville, MO
<b>Call 702</b> 60 Barry/Lawrence J7P0794	3,046,997.69	656.00	Leo Journagan Construction Co., Inc. Springfield, MO

<b>Call 703</b>			
71	14,994,561.40	1,968.00	Leo Journagan Construction
Vernon			Co., Inc.
J7P0718			Springfield, MO
71			
Bates			
J7D0600B			
71			
Vernon/Barton			
J7D0600C			
<b>Call 801</b>			
60	900,136.68	1,312.00	Leo Journagan Construction
Greene			Co., Inc.
J8D0600I			Springfield, MO
<b>Call 802</b>			
Various	1,128,239.85	2,296.00	Leo Journagan Construction
Greene			Co., Inc.
J8D0600K			Springfield, MO
<b>Call 803</b>			
60	1,999,527.13	2,624.00	Safety Grooving &
Greene/Webster			Grinding, L. P.
Greene			Napoleon, OH
J8D0600H			
<b>Call 804</b>			
BL 44	787,677.80	1,312.00	Leo Journagan Construction
Greene			Co., Inc.
J8D0600M			Springfield, MO
<b>Call 805</b>			
Bus. 65 and BL 44	1,045,461.61	656.00	Leo Journagan Construction
Greene			Co., Inc.
J8D0600N			Springfield, MO
<b>Call 806</b>			
Various	1,216,782.30	1,968.00	Leo Journagan Construction
Greene			Co., Inc.
J8D0600B			Springfield, MO

<b>Call 807</b> 13/BL44 Greene J8D0600F 13 Greene/Christian J8D0600G	1,048,586.94	4,592.00	Freesen, Inc. Springfield, IL
<b>Call 808</b> 160 Greene/Christian J8S0700 160 Christian J8S0700B	3,130,740.90	984.00	Leo Journagan Construction Co., Inc. Springfield, MO
<b>Call 809</b> 60 Webster J8P0704	497,260.43	328.00	Leo Journagan Construction Co., Inc. Springfield, MO
<b>Call 901</b> 44 Phelps J9I0570	1,277,773.05	328.00	Jefferson Asphalt Company Jefferson City, MO
<b>Call 903</b> 44 Crawford J9I0514	11,495,772.37	656.00	Progressive Contractors, Incorporated St. Michael, MN
<b>Call X01</b> 60 Stoddard J0P0572D	3,291,606.17	1,497.68	R. L. Persons Construction, Inc. Poplar Bluff, MO
Total	<u>\$104,520,470.95</u>	<u>\$61,594.73</u>	

Construction speed limits conform to the standard work zone speed limits shown on Standard Drawing No. 616.10 as approved by the Commission.

### **Authority to Reject Bids**

On behalf of the Director, Dave Nichols, Director of Program Delivery, advised the Commission that bids were received August 19, 2005 for the following project. He recommended the bids be rejected because they were considered excessive.

<b><u>Route</u></b>	<b><u>County</u></b>	<b><u>Project</u></b>
<b>Call 902</b>		
I-44	Phelps	J9I0525

### **Concurrence in Award of Contract**

Mr. Nichols recommended the Commission concur with the City of Washington in awarding the following contract to the low bidder listed below.

<b><u>Route</u></b>		<b><u>Bid</u></b>		
<b><u>County</u></b>		<b><u>Opening Date</u></b>	<b><u>Bid Amount</u></b>	<b><u>Contractor</u></b>
<b><u>Project</u></b>	<b><u>Description</u></b>			
100	Rte. 100/Voss Brink	7/13/2005	\$646,100.00*	N. B. West
Franklin	Drive Intersection			Contracting Co.
J6P1937				St. Louis, MO

\*MoDOT is responsible for \$415,000.00

Mr. Nichols also recommended the Commission concur with the City of St. Peters in awarding the following contract to the low bidder listed below.

<b><u>Route</u></b>		<b><u>Bid</u></b>		
<b><u>County</u></b>		<b><u>Opening Date</u></b>	<b><u>Bid Amount</u></b>	<b><u>Contractor</u></b>
<b><u>Project</u></b>	<b><u>Description</u></b>			
I-70	Construct 2-lanes	3/23/2005	\$936,590.00*	JRW Construction
St. Charles	onto Muegge Road			St. Louis, MO
J6I1734				

\*MoDOT is responsible for \$391,790.00

### **Contract for Maintenance Awarded**

Mr. Nichols reported that the Director of System Management awarded the following project for signal work on August 23, 2005, in keeping with the Commission's Delegation of

Authority for Execution of Documents Policy.

**Route**

**County**

**Project**

**Bid Amount**

**Contractor**

**Call 810**

Various

Greene

J8M0078

\$16,334.40

Hartman and Company, Inc.

Springfield, MO

**Commission Action**

After consideration and upon motion by Commissioner Michie, seconded by Commissioner McKenna, the Commission:

1. Awarded contracts to the lowest responsive and responsible bidders for bids received on August 19, 2005, as recommended and noted above, and approved the allocation of funds covering the non-contractual costs for these projects as indicated on the above tabulation.
2. Rejected the bids on Call 902.
3. Concurred in the award of contracts with the cities of Washington and St. Peters as recommended above.
4. Found the bids of Knish Corporation on Calls 605, 610, 614, and 803, to be irregular and non-responsive.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, Acting Chief Financial/Administrative Officer or Director of Program Delivery may execute the contracts awarded above.

\* \* \* \* \*

**2006-2010 STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM, 2006 AMENDMENT**

On behalf of the Director, Kevin Keith, Chief Engineer, recommended that the following projects be added to the 2006-2010 Statewide Transportation Improvement Program (STIP).

Four projects pertain to taking care of the existing system; five are major projects or emerging needs; three address safety needs.

County	Route	Job No.	Tentative Award State Fiscal Year	Description of Location/Improvement/Funding	Requested Additional Funds (excluding P/E) Dollars in Thousands
Audrain	15	3P0434	2006	Grading, paving, and replace bridge over Lick Creek 2.0 miles south of Route T.	\$761
Montgomery	19	3P0693	2006	Intersection safety improvements at Route 70 north outer road.	\$782
Jackson	AA	4S1775	2006	Payment as part of agreement to the City of Grain Valley to take ownership of Route AA from station 612+00 to station 716+60 at Main Street.	\$90
St. Charles	70	6I1734	2006	Widen the I-70 westbound off-ramp, traffic signal and widen Fifth Street.	\$1,617
St. Charles	K	6P1776	2006	Construct and extend right turn lanes at the Route K and Route N intersection.	\$326
St. Charles	67	6P1934	2006	Furnish and place rip-rap on the Clark Bridge over the Mississippi River at Alton, IL. Project is fully funded by the City of St. Charles.	\$153
Franklin	100	6P1937	2006	Construct intersection at Vossbrink Drive. Project is fully funded with Economic Development Funds.	\$423
Newton	44	7I0767	2006	Right of way acquisition for improvements to welcome center 2.0 miles east of Oklahoma State Line. Project is partially funded with Enhancement Funds with the remaining costs being funded with Operations Funds.	\$160
Cedar	32	7P0795	2006	Grading and paving to add turn lanes and make geometric improvements at Route 39 (east junction) in Stockton. Project is partially funded by the City of Stockton with the remaining costs being funded by the Cost-Share Program.	\$381
Newton	86	7P0796	2006	Grading and paving to add right-turn lane at entrance to Wildcat Park south of Interstate 44. Project is partially funded by the City of Joplin with the remaining costs being funded by the Cost-Share Program.	\$100
Taney	465	8P0831	2006	Installation of signals at the Route 65 interchange ramps.	\$170
Crawford	19	9P0572	2006	Upgrade intersection and signals to improve safety at Route ZZ/Washington Blvd. Intersection.	\$260
<b>Total</b>					<b>\$5,223</b>

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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## **TRANSPORTATION ENHANCEMENT PROGRAM**

On behalf of the Director, Machele Watkins, Transportation Planning Director, requested authorization to expend federal transportation enhancement funds in the amount of \$17,775,220.33 for 2005-2006 projects. She presented local area projects selected by metropolitan planning organizations or local selection committees. Seventy-five percent of the funds were distributed to the local areas based upon population in keeping with the Commission's January 14, 2005, action. (The remaining 25 percent is reserved for projects of statewide significance, with a focus on upgrading interstate rest area to welcome centers.) The Commission approved the expenditure of \$3.68 million for projects in the Mid-America Regional Council (Kansas City) area at its April 6, 2005, meeting. Unused funds set aside for local projects will be included in the next project selection cycle.

Via approval of the consent agenda, the Commission unanimously approved the expenditure of transportation enhancement funds for the projects submitted. Commissioner Michie abstained from voting on the Reynolds Park project in Pemiscot County and the projects in Scott and Stoddard Counties. Commissioner Anderson commended the staff on the tremendous amount of accelerated work that has taken place in the past year.

\* \* \* \* \*

## **DARDENNE TOWN SQUARE TRANSPORTATION DEVELOPMENT DISTRICT, APPOINTMENT OF AN ADVISOR AND APPROVAL OF THE PROJECT**

On behalf of the Director, Ed Hassinger, District 6 Engineer, and Roberta Broeker, Acting Chief Financial and Administrative Officer, presented the following Dardenne Square Transportation Development District proposed transportation projects:

1. Expansion and relocation of La-Le Drive from its existing intersection with Route 40 (future North Outer Road) to a new intersection with Route N at the southern boundary of the property at the entrance to the development, including construction of a roundabout at the intersection of the La-Le Drive and future North Outer Road.
2. Improvements to Henke Road from its connection with future North Outer Road to the northern boundary of the property, including dedicated turn lanes at proposed entrances to the development.
5. Construction of an overpass of Route N at Route 40.
6. Widening existing Route N from La-Le Drive to Bryan Road on right-of-way provided by the city.
7. Construction of dedicated turn lanes on Route N at its intersection with Hawk Ridge Trail/South Outer Road.
8. Installation of traffic signals at the intersection of Feise and Henke Roads.
9. Construction of an off-ramp from westbound Route 40 onto the North Outer Road located between Route DD and existing Route N.
8. Utility relocation and other similar or related infrastructure or improvement in connections with items 1 through 7 above.
9. Related engineering, design, legal, and lending fees in connection with items 1 through 7 above.

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 6 St. Charles County Area Engineer as the Commission advisor to the Dardenne Town Square Transportation Development District's board of directors and (2) found that the Commission's portion of the Project was a necessary and desirable extension of the state highways and transportation system, subject to the Development District making any revisions in the plans and specifications required by the Commission and subject to the Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the Project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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**GLENWOOD-WATSON TRANSPORTATION DEVELOPMENT DISTRICT,  
APPOINTMENT OF AN ADVISOR AND APPROVAL OF THE PROJECT**

On behalf of the Director, Ed Hassinger, District 6 Engineer, and Roberta Broeker, Acting Chief Financial and Administrative Officer, presented the following Glenwood-Watson Transportation Development District proposed transportation projects:

1. Construction of a new drive lane from the curb cut at Watson Road that serves as the western entrance to the commercial development within the District to achieve a full access in/right only out configuration.
2. Construction of cross access between the Crestwood Point development and the commercial development located within the District, including improvements to the intersection of Watson Road and Glenwood Drive, such intersection serves as the eastern entrance to the commercial development located within the District.
3. Accompanying grading, drainage, pavement, curb, gutter, sidewalk, storm water facilities, structures (including any architectural treatments related thereto), utility relocation, signing, lighting, traffic signals or other similar or related infrastructure or improvement in connection with items 1 and 2 above.

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 6 South St. Louis County Area Engineer as the Commission advisor to the Glenwood-Watson Transportation Development District's board of directors and (2) found that the Commission's portion of the Project is a necessary and desirable extension of the state highways and transportation system, subject to the Development District making any revisions in the plans and specifications required by the Commission and subject to the Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the Project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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**GRINDSTONE PLAZA TRANSPORTATION DEVELOPMENT DISTRICT,  
APPOINTMENT OF AN ADVISOR AND APPROVAL OF THE PROJECT**

On behalf of the Director, Roger Schwartze, District 5 Engineer, and Roberta Broeker, Acting Chief Financial and Administrative Officer, presented the following Grindstone Plaza Transportation Development District proposed transportation projects:

1. Construction of pedway and pedestrian paths and facilities adjacent to both Investment Tract and Development Tract.
2. Construction of extension of Green Meadows Road from the east boundary of Providence Road to the north boundary of Grindstone Parkway (or alternatively a reimbursement to the City of Columbia for costs advanced by it toward the construction and redesign of Green Meadows Road or in the actual construction of same incurred on behalf of and for the benefit of the Grindstone Plaza TDD).
3. Construction of intersection improvements and signalization relating to expanded intersection of Green Meadows Road and Providence Road.
4. Construction of intersection improvements, grade changes, widening, and realignment of Green Meadows Road north of Grindstone Parkway.
5. Construction of turn lanes, widening, street lights, and traffic signalization associated with intersection of Grindstone Plaza development and Green Meadows as shown on the Development Plan approved by the City Council of the City of Columbia on October 6, 2003, as amended from time to time hereafter.
6. Construction of Gray Oak Drive and Red Oak Drive and appurtenant lighting and improvements as shown on the Development Plan for Grindstone Plaza as approved by the City Council of the City of Columbia on October 6, 2003, as amended from time to time hereafter, and Gray Oak Drive through the Development Tract.
7. Widening Grindstone Parkway, construction of median, construction of turn lanes on Grindstone Parkway, construction of right-in/right-out islands, curbing, and related improvements and installation of irrigation system for median in Grindstone Parkway appurtenant to Development.
8. Construction of surface water drainage structures made reasonably necessary by the roadway improvements described above and by Grindstone Parkway, including all environmental protection measures required in order to avoid environmental damage as a result of surface water drainage from roads, roadway ditches, intersections, and transportation improvements, including mitigation costs, retaining walls, channel

preservation devices, bridges, abutments, regional storm water detention structures pipes, basins, and all other related structures.

9. Payments for necessary right-of-way acquisitions, easements, aesthetic improvements, signage, traffic signals, and specialty lighting reasonably required in order to implement those portions of the Development Plan for Grindstone Plaza as they are related to the above-described roadways and transportation improvements, all as shown on Development Plan approved by the City Council of the City of Columbia on October 6, 2003, as amended from time to time hereafter, and the site plan for the Development Tract.
10. Payment of necessary civil engineering fees, professional fees, permit costs, and costs of obtaining federal and state licenses and permits reasonably required for the construction of the foregoing traffic related improvements.
11. Payment of all other professional fees, licenses, and costs reasonably related to and authorized to be paid in connection with the construction of the foregoing improvements and the establishment and operation of the District as permitted by the Act.

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 5 District Engineer as the Commission advisor to the Grindstone Plaza Transportation Development District's board of directors and (2) found that the Commission's portion of the Project is a necessary and desirable extension of the state highways and transportation system, subject to the Development District making any revisions in the plans and specifications required by the Commission and subject to the Development District entering into a mutually satisfactory agreement with the Commission regarding development and future maintenance of the Project.

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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## **PLATTE COUNTY, MISSOURI SOUTH TRANSPORTATION DEVELOPMENT DISTRICT I AND II**

On behalf of the Director, Beth Wright, District 4 Engineer, and Roberta Broeker, Acting Chief Financial and Administrative Officer, presented the following Platte County, Missouri

South Transportation Development District I and II proposed transportation projects (The project was approved by the Commission on June 7, 2002.).

Via approval of the consent agenda, the Commission unanimously (1) appointed the District 4 District Engineer as the Commission advisor to the Platte County, Missouri South Transportation Development District I & II board of directors and (2) authorized the staff to enter into a mutually satisfactory agreement regarding development and future maintenance of the Project with the Platte County, Missouri South Transportation Development District I & II

In keeping with the Commission's Delegation of Authority to Execute Documents, the Director, Chief Engineer, or respective business unit director may execute the related agreements.

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**CHANGE IN ACCESS, SHIFTING AND WIDENING STATE HIGHWAY ENTRANCE,  
ROUTES 47 AND 50, FRANKLIN COUNTY**

On behalf of the Director, Ed Hassinger, District 6 Engineer, recommended approval of a request from the First Baptist Church, Union, Missouri, to relocate a 24-foot entrance located at the westerly right-of-way line opposite Station 415+00 on Route 47 to a location at the northerly right-of-way line opposite Station 1245+95 on Route 50. The entrance on Route 50 will be widened to 48 feet and will be restricted to right-in/right-out only traffic movements. The property owner will reimburse the Commission \$4,500 in keeping with the Department's Value Determination Schedule.

Via approval of the consent agenda, the Commission unanimously approved the recommendation.

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## **ROADWAY LOCATION AND/OR DESIGN APPROVAL**

On behalf of the Director, the District Engineers informed the Commission that preliminary plans and exhibits for the following projects were presented at a public hearing.

**Route AC, Buchanan County  
Pickett Road to Route 169  
Job No. J1S0834**

**Public Hearing Held August 4, 2005**

The proposed improvement provides grading, 40-foot width paving (two 12-foot lanes, two 8-foot shoulders), drainage and an at-grade intersection for railroad crossing. This project will have controlled access right-of-way. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach efforts to advise motorists of this traffic situation. This project is 1.5 miles in length.

Don Wichern, District 1 Engineer, recommended approval of the location and design as presented at the public hearing.

**Routes I-635 and 9, Platte County  
From just North of the Missouri River Bridge on I-635  
at the existing Van De Populier Bridges and  
on Route 9 from I-635 to Mattox Road  
Job No. J4I1709 and J4I1709A  
Public Hearing Held May 5, 2005**

The I-635 proposed improvement provides a new diamond interchange just north of the Missouri River Bridge at the location of the existing bridges over Van de Populier. The roadbed on I-635 is four-lane divided, with 12-foot lanes, 10-foot outside shoulders, and 6-foot inside shoulders. There will be 12-foot auxiliary lanes added at the new interchange. Route 9 improvements consist of widening the current four-lane roadway to six 12-foot lanes (with turn lanes and a 34-foot median) and 10-foot outside shoulders, including a proposed retaining wall near the northwest corner of the ProLogis Industrial Park parking area. This project will have fully controlled access on I-635 and partially controlled on Route 9. Adequate signing will be provided to control traffic flow in the area and will be augmented through public information and outreach efforts to advise motorists of the traffic situation. This project is 1.7 miles along Route I-635 and 1.1 miles along Route 9.

Elizabeth Wright, District 4 Engineer, recommended approval of the proposed location and design as presented at the public hearing, with a revision moving the Route 9/Horizons

Parkway intersection to the east side of existing Van de Populier Road and a revision to remove all improvements to NW Platte Valley Drive. The revisions were made to address public comments/concerns expressed at the public hearing.

**Route 17, Miller County**  
**Barren Fork Creek, 1.0 mile South of Route KK**  
**Brushy Fork Creek, 2.5 miles South of Route C**  
**Job Nos. J5P0533, Brushy Fork Creek; J5P0534, Barren Fork Creek**  
**Public Hearings Held July 12, 2005**

The project consists of (1) replacing the bridge over Barren Fork Creek and realigning 1 mile of Route 17 and (2) replacing the bridge over Brushy Fork Creek and realigning 0.5 mile of Route 17, both in Miller County. This project will have normal access right-of-way. There will be minimal traffic disruption during construction since the projects will be done under traffic. Barren Fork Creek will need a temporary bypass on one end due to grade separations. The Barren Fork Creek project is 1.0 mile in length and the Brushy Fork Creek project is 0.5 mile in length.

Roger Schwartze, District 5 Engineer recommended approval of the location and design as presented at the public hearing.

**Route 71, Jasper County**  
**Interchange at Fairview Avenue in Carthage**  
**Job No. J7P0699**  
**Public Hearing Held July 7, 2005**

The proposed improvement will provide ramps and acceleration/deceleration lanes to provide an interchange between Route 71 and Fairview Avenue. The existing bridge over Route 71 on Fairview Avenue will be used in place as part of the interchange. The proposed ramp widths are 14 feet. Shoulder widths are 4 feet on the inside and 8 feet on the outside. This project will have fully controlled access right-of-way. Temporary lane closures on Route 71, Fairview Avenue, and Chapel Road will be necessary during the construction of the project; however, traffic will be maintained through the project during construction. This project is 0.7 mile in length.

Richard Walter, District 7 Engineer, recommended approval of the location and design as presented at the public hearing.

**Route 60 (James River Freeway)  
Business Route 65 (Glenstone Avenue) Interchange  
Greene County  
Job No. J8P0692C**

**Public Hearing Held June 30, 2005**

This project consists of constructing new eastbound loop ramps in the southwest quadrant of the existing interchange to replace the existing eastbound ramps. This project will also include widening and resurfacing Republic Road between Glenstone Avenue and Charleston Avenue, which will include curb and gutter with storm sewer, concrete curb median and the reconstruction of the Old Glenstone and Harvard Avenue intersections with Republic Road. This Route 60 project will have fully controlled access right-of-way and the Business Route 65 project will have partially controlled access. Traffic will be maintained over the existing interchange ramps during the construction of the new interchange ramps. A portion of the Business Route 65 Connection will be closed during construction to raise the grade of this road. Traffic will be detoured over state routes when the Business Route 65 Connection is closed. This project is 0.7 mile in length.

Dale Ricks, District 8 Engineer, recommended approval of the location of the proposed improvement as presented at the public hearing.

After full consideration of the favorable and adverse economic, social and environmental effects of the recommended designs, the Commission via approval of the Consent Agenda unanimously found and determined the recommended designs would best serve the interest of the public and approved the recommendation. Commissioner Gach abstained from voting on the location and design for Job No. J1S0834, Route AC, Buchanan County.

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## **RATIFICATION AND APPROVAL OF RIGHT OF WAY PLANS FOR CONDEMNATION**

On behalf of the Director, Dave Nichols, Director of Program Delivery, recommended the Commission ratify the approval of the Chief Engineer of the following right of way plans, which have been filed for condemnation.

<b><u>County</u></b>	<b><u>Route</u></b>	<b><u>Job Number</u></b>	<b><u>Date Commission Approved Design</u></b>
Mercer	136/65	J2P0442B	November 10, 2004
Lincoln	61	J3P0596C	June 2, 2004
St. Louis	I-170	J6I1081B	May 4, 2001

In accordance with Section 227.050 RSMo, the Commission, via approval of the consent agenda, unanimously approved the right of way plans for the above noted projects and directed they be filed as necessary for the condemnation of right of way.

\* \* \* \* \*

**--REPORTS--**

**FISCAL YEAR 2005 BUDGET, ROUTINELY BID GOODS AND SERVICES,  
PURCHASES/CONTRACTS OVER \$200,000**

In keeping with Commission action on July 9, 2004, authorizing the staff to execute contracts for purchases exceeding \$200,000 for specific goods and services, subject to six-month reports on such contracts, Dave Dewitt, Deputy Administrative Officer, submitted a list of contracts with an estimated value over \$200,000 that had been executed during the January 1, 2005, through June 30, 2005, time period.

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**FISCAL YEAR 2005 BUDGET, CAPITAL IMPROVEMNET PROGRAM SEMI-  
ANNUAL REPORT**

In keeping with the Commission action on July 9, 2004, authorizing the staff to approve bids and execute contracts for capital improvement projects, subject to semi-annual reports on such expenditures, Dave Dewitt, Deputy Administrative Officer, presented the Commission with the expenditures for the second half of Fiscal Year 2005. The report highlighted that of the \$15,590,000 total budget, year-to-date expenditures total \$14,648,386, leaving a balance of \$941,614.

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**FISCAL YEAR 2005 BUDGET – INFORMATION SYSTEMS SEMI-ANNUAL  
REPORT–PROFESSIONAL SERVICES, SERVICE CONTRACTS AND EQUIPMENT  
PURCHASES PLAN**

In keeping with the Commission action on July 9, 2004, authorizing the staff to approve bids and execute contracts in keeping with the Information Systems' professional Services and Service Contracts and Equipment Purchases Plan, subject to semi-annual reports on such expenditures, a report of actual expenditures for Fiscal Year 2005. The total \$33,720,443 budget, actual expenditures total \$33,427,347, leaving a balance of \$293,096. The report

pertained to commodities and services only and did not include employee development and salary-related expenditures.

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### **FISCAL YEAR 2005 BUDGET, EQUIPMENT REPLACEMENTS**

In keeping with the Commission action on July 9, 2004, authorizing the staff to approve bids and execute contracts to replacement equipment in keeping with the Fleet Equipment Acquisition and Leasing Plan, subject to semi-annual reports on such expenditures, Dave Dewitt, Deputy Administrative Officer, presented the Commission with the actual expenditures for the second half of FY 2005. Of the \$23,182,529 total budget, year-to-date expenditures totaled \$22,637,908.

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### **MoDOT FINANCIAL REPORT – FISCAL YEAR 2006**

Roberta Broeker, Acting Chief Financial and Administrative Officer, presented the Financial Report for Fiscal Year 2006 with budget and prior year comparisons. Revenues exceeded expenditures and fund balances are greater than the same period in the prior fiscal year. MoDOT's increased revenues and fund balances are due to bonds issued in July. MoDOT is maintaining adequate fund balances to meet bonding covenants.